



Aviation Hazard Reporting Process



Collective - Microsoft Internet Explorer provided by NMCI

https://wessbeta.safetycenter.navy.mil/collective/

File Edit View Favorites Tools Help

Collective

Aviation Mishap/Hazard Entry

NAVY SAFETY CENTER
EST. 1951

- Desktop
- Initial Notification
- Aviation Mishap/Hazard Entry
- Search/Edit
- My Workspace
- Account Maintenance
- Pre-formatted Reports
- Log off

Start

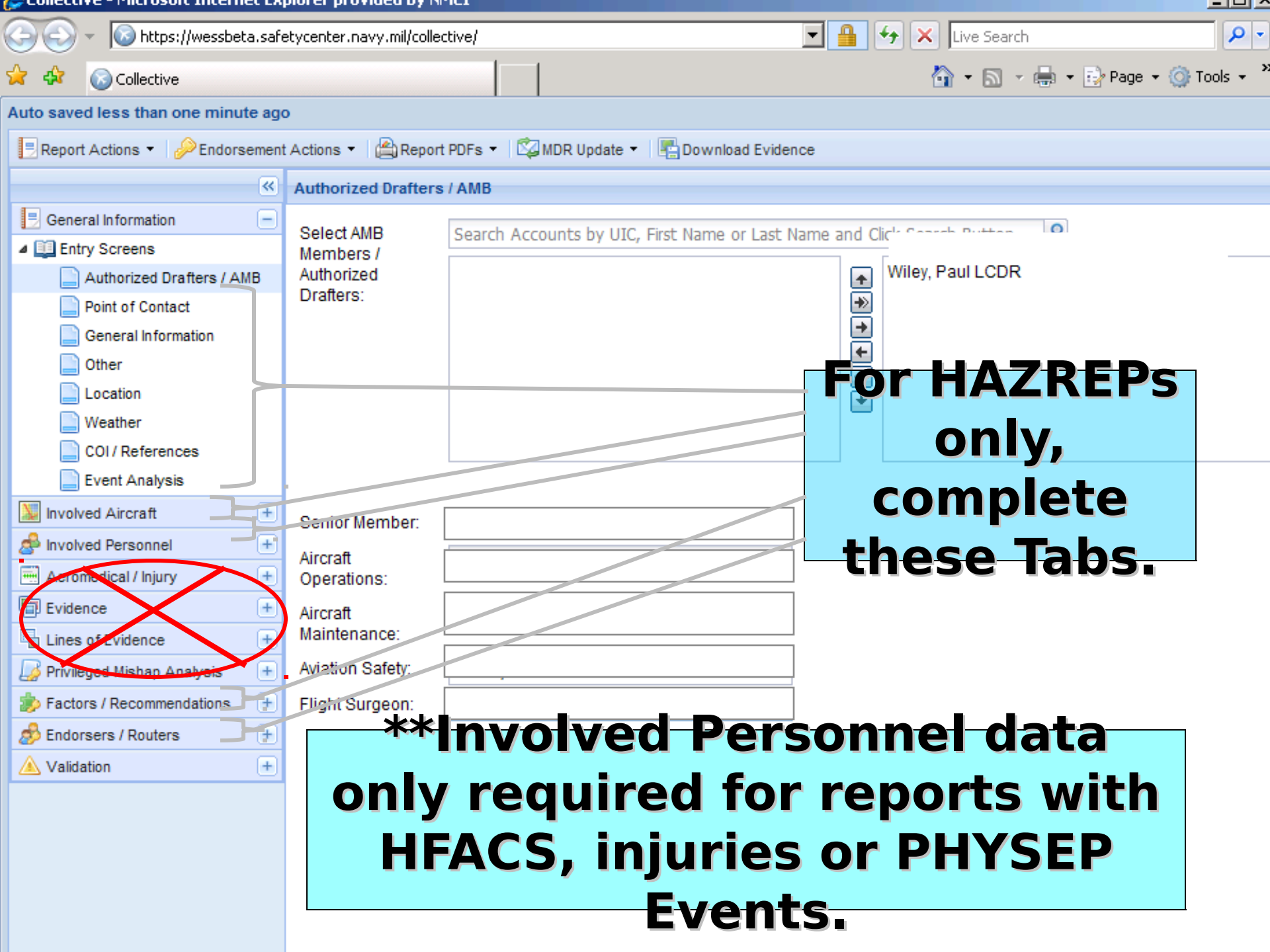


HAZREP/ WAMHRS

ROE



- ALL CAPS **NOT** required when entering information into WAMHRS.
- All punctuation/symbols allowed – for example: ! ? " ! #
- For BASH report, you are required to only complete the “General Information” screen, “Involved aircraft” screen and the BASH screen under the aircraft.
- **For all other HAZREPS**, complete the “General Information,” “Involved Aircraft,” “Involved Person” (only if there are Human Factors, Injury and/or PHYSEP event), Factors, Recommendation, “CO's comments” and Endorsing chain if needed.
- Hazard Reports have relaxed validation rules.



Authorized Drafters / AMB

General Information

Entry Screens

- Authorized Drafters / AMB
- Point of Contact
- General Information
- Other
- Location
- Weather
- COI / References
- Event Analysis

Involved Aircraft

Involved Personnel

Aeromedical / Injury

Evidence

Lines of Evidence

Privileged Mishap Analysis

Factors / Recommendations

Endorsers / Routers

Validation

Select AMB Members / Authorized Drafters:

Search Accounts by UIC, First Name or Last Name and Click Search Button

Wiley, Paul LCDR

Senior Member: Senior Member

Aircraft Operations: Aircraft Operations

Aircraft Maintenance: Aircraft Maintenance

Aviation Safety: Aviation Safety

Flight Surgeon: Flight Surgeon

Save Validate Previous Next

Save at the bottom of each entry screen after inputting data.

General Information

Entry Screens

- Authorized Drafters / AMB
- Point of Contact
- General Information
- Other
- Location
- Weather
- COI / References
- Event Analysis

Involved Aircraft

Involved Personnel

Aeromedical / Injury

Evidence

Lines of Evidence

Privileged Mishap Analysis

Factors / Recommendations

Endorsers / Routers

Validation

General Information

Report Category:

Select Report Category

Mishap/Hazard Type:

Mishap/Hazard Type

Event Date:

Event Date

Local Time:

Select Time

Time Zone:

Select Time Zone

Event Category:

☐ FLIGHT ☐ FLTREL ☐ GROUND

Severity:

☐ A ☐ B ☐ C ☐ D ☐ HAZARD

Local Serial #:

e.g., 01-06 for first hazard of FY 2006

Event Level RAC:

Add Rac

Day/Night:

☐ Day ☐ Night ☐ Dusk ☐ Dawn

Reporting UIC:

Special Operation:

Select Special Operation

Event Short Narrative:

Event Short Na

Jag Investigation:

☐ Yes ☐ No ☐ Unknown

Injury?:

☐ Yes ☐ No ☐ Unknown

Property Damage?:

☐ Yes ☐ No ☐ Unknown

Abnormal Egress?:

☐ Yes ☐ No ☐ Unknown

Survival Rescue?:

☐ Yes ☐ No ☐ Unknown

Out of Control Flight?:

☐ Yes ☐ No ☐ Unknown

Combat Zone:

☐ Yes ☐ No ☐ N/A

Electro-Magnetic Interference:

☐ Yes ☐ No ☐ Unknown

Enemy Action?:

☐ Yes ☐ No

REPORTING ACTIVITY UIC. Provide UIC of the reporting activity (use squadron or DET UIC, do NOT use ship UIC. If reporting activity is a detachment or composite squadron, provide UIC of parent squadron).

⏪

General Information - Other

📄 General Information

📖 Entry Screens

- 📄 Authorized Drafters / AMB
- 📄 Point of Contact
- 📄 General Information
- 📄 Other
- 📄 Location
- 📄 Weather
- 📄 COI / References
- 📄 Event Analysis

Did the event involve any of the following:

Air Traffic Control?: ☐ Yes ☐ No

Runway Conditions?: ☐ Yes ☐ No

Ship Involved?: ☐ Yes ☐ No

- 🛩️ Involved Aircraft +
- 👤 Involved Personnel +
- 🏥 Aeromedical / Injury +
- 📁 Evidence +
- 📄 Lines of Evidence +
- 🔍 Privileged Mishap Analysis +
- 🧩 Factors / Recommendations +
- 👥 Endorsers / Routers +
- ⚠️ Validation +

Clicking ‘Yes’ to any of these will bring additional fields for amplifying data.

Weather	N/A	NO	PROBABLY	YES	Forecast	
			<input checked="" type="radio"/>			SUBSTANTIALLY CORRECT

Accuracy.

DATE	TIME	WAS WEATHER	WEATHER	FORECASTER
11/15/2017	12:00	Yes	Clear	...
11/15/2017	12:30	No	Cloudy	...
11/15/2017	13:00	No	Cloudy	...
11/15/2017	13:30	No	Cloudy	...
11/15/2017	14:00	No	Cloudy	...
11/15/2017	14:30	No	Cloudy	...
11/15/2017	15:00	No	Cloudy	...
11/15/2017	15:30	No	Cloudy	...
11/15/2017	16:00	No	Cloudy	...
11/15/2017	16:30	No	Cloudy	...
11/15/2017	17:00	No	Cloudy	...
11/15/2017	17:30	No	Cloudy	...
11/15/2017	18:00	No	Cloudy	...
11/15/2017	18:30	No	Cloudy	...
11/15/2017	19:00	No	Cloudy	...
11/15/2017	19:30	No	Cloudy	...
11/15/2017	20:00	No	Cloudy	...
11/15/2017	20:30	No	Cloudy	...
11/15/2017	21:00	No	Cloudy	...
11/15/2017	21:30	No	Cloudy	...
11/15/2017	22:00	No	Cloudy	...
11/15/2017	22:30	No	Cloudy	...
11/15/2017	23:00	No	Cloudy	...
11/15/2017	23:30	No	Cloudy	...
11/16/2017	00:00	No	Cloudy	...
11/16/2017	00:30	No	Cloudy	...
11/16/2017	01:00	No	Cloudy	...
11/16/2017	01:30	No	Cloudy	...
11/16/2017	02:00	No	Cloudy	...
11/16/2017	02:30	No	Cloudy	...
11/16/2017	03:00	No	Cloudy	...
11/16/2017	03:30	No	Cloudy	...
11/16/2017	04:00	No	Cloudy	...
11/16/2017	04:30	No	Cloudy	...
11/16/2017	05:00	No	Cloudy	...
11/16/2017	05:30	No	Cloudy	...
11/16/2017	06:00	No	Cloudy	...
11/16/2017	06:30	No	Cloudy	...
11/16/2017	07:00	No	Cloudy	...
11/16/2017	07:30	No	Cloudy	...
11/16/2017	08:00	No	Cloudy	...
11/16/2017	08:30	No	Cloudy	...
11/16/2017	09:00	No	Cloudy	...
11/16/2017	09:30	No	Cloudy	...
11/16/2017	10:00	No	Cloudy	...
11/16/2017	10:30	No	Cloudy	...
11/16/2017	11:00	No	Cloudy	...
11/16/2017	11:30	No	Cloudy	...
11/16/2017	12:00	No	Cloudy	...
11/16/2017	12:30	No	Cloudy	...
11/16/2017	13:00	No	Cloudy	...
11/16/2017	13:30	No	Cloudy	...
11/16/2017	14:00	No	Cloudy	...
11/16/2017	14:30	No	Cloudy	...
11/16/2017	15:00	No	Cloudy	...
11/16/2017	15:30	No	Cloudy	...
11/16/2017	16:00	No	Cloudy	...
11/16/2017	16:30	No	Cloudy	...
11/16/2017	17:00	No	Cloudy	...
11/16/2017	17:30	No	Cloudy	...
11/16/2017	18:00	No	Cloudy	...
11/16/2017	18:30	No	Cloudy	...
11/16/2017	19:00	No	Cloudy	...
11/16/2017	19:30	No	Cloudy	...
11/16/2017	20:00	No	Cloudy	...
11/16/2017	20:30	No	Cloudy	...
11/16/2017	21:00	No	Cloudy	...
11/16/2017	21:30	No	Cloudy	...
11/16/2017	22:00	No	Cloudy	...
11/16/2017	22:30	No	Cloudy	...
11/16/2017	23:00	No	Cloudy	...
11/16/2017	23:30	No	Cloudy	...
11/17/2017	00:00	No	Cloudy	...
11/17/2017	00:30	No	Cloudy	...
11/17/2017	01:00	No		

Significant: $\chi^2 = 11.34$, $p = 0.0008$

Oil

Material	Temperature (°C)
Water	20

are N/A or No, skip test

Dewpoint 40 ° F ° C of Screen. Clear

Temperature:	Condition:
--------------	------------

Percent Relative	27	Normal

Involved Aircraft Humidity:

☐ Involved Personnel ☐ Privileged Sky Condition Remarks

Involved Personnel	Wind Direction,	70	17	10
--------------------	-----------------	----	----	----

Aeromedical / Injury Gusts, Velocity: Horizon:

Altimeter Setting: 59.95 HZ/INCH. VISIBLE

Evidence		Alarmmeter Setting	29.92	Icing	<input type="radio"/> Yes	<input checked="" type="radio"/> No	<input type="radio"/> Unknown
----------	--	--------------------	-------	-------	---------------------------	-------------------------------------	-------------------------------

Line of Evidence	Mercury (Inches)	Age	Present
1	11.00	1000	1000
2	11.00	1000	1000
3	11.00	1000	1000
4	11.00	1000	1000
5	11.00	1000	1000
6	11.00	1000	1000
7	11.00	1000	1000
8	11.00	1000	1000
9	11.00	1000	1000
10	11.00	1000	1000
11	11.00	1000	1000
12	11.00	1000	1000
13	11.00	1000	1000
14	11.00	1000	1000
15	11.00	1000	1000
16	11.00	1000	1000
17	11.00	1000	1000
18	11.00	1000	1000
19	11.00	1000	1000
20	11.00	1000	1000
21	11.00	1000	1000
22	11.00	1000	1000
23	11.00	1000	1000
24	11.00	1000	1000
25	11.00	1000	1000
26	11.00	1000	1000
27	11.00	1000	1000
28	11.00	1000	1000
29	11.00	1000	1000
30	11.00	1000	1000
31	11.00	1000	1000
32	11.00	1000	1000
33	11.00	1000	1000
34	11.00	1000	1000
35	11.00	1000	1000
36	11.00	1000	1000
37	11.00	1000	1000
38	11.00	1000	1000
39	11.00	1000	1000
40	11.00	1000	1000
41	11.00	1000	1000
42	11.00	1000	1000
43	11.00	1000	1000
44	11.00	1000	1000
45	11.00	1000	1000
46	11.00	1000	1000
47	11.00	1000	1000
48	11.00	1000	1000
49	11.00	1000	1000
50	11.00	1000	1000
51	11.00	1000	1000
52	11.00	1000	1000
53	11.00	1000	1000
54	11.00	1000	1000
55	11.00	1000	1000
56	11.00	1000	1000
57	11.00	1000	1000
58	11.00	1000	1000
59	11.00	1000	1000
60	11.00	1000	1000
61	11.00	1000	1000
62	11.00	1000	1000
63	11.00	1000	1000
64	11.00	1000	1000
65	11.00	1000	1000
66	11.00	1000	1000
67	11.00	1000	1000
68	11.00	1000	1000
69	11.00	1000	1000
70	11.00	1000	1000
71	11.00	1000	1000
72	11.00	1000	1000
73	11.00	1000	1000
74	11.00	1000	1000
75	11.00	1000	1000
76	11.00	1000	1000
77	11.00	1000	1000
78	11.00	1000	1000
79	11.00	1000	1000
80	11.00	1000	1000
81	11.00	1000	1000
82	11.00	1000	1000
83	11.00	1000	1000
84	11.00	1000	1000
85	11.00	1000	1000
86	11.00	1000	1000
87	11.00	1000	1000
88	11.00	1000	1000

Lines of Evidence Hg eg. 29.98) : 1988

Privileged Mishap Analysis Visibility Statute Environment Due to clear conditions, lightning strike not

☐ N/A ☐ NO ☒ PROBABLY ☐ YES

SUBSTANTIALLY CORRECT

☐ Yes ☒ No ☐ N/A

FORECASTER

~~25~~

20

40

27

70

17

10

29.92

8

[illegible]

NOT APP

☒ Yes ☐ No ☐ Unknown

Clear

☐ Privileged Sky Condition Remarks

VISIT F

☐ Yes ☒ No ☐ Unknown

Due to clear conditions, lightning strike not likely cause.

☒ Privileged Environment Remarks

13

If first two questions are N/A or No, skip rest of Screen.

Meteorological Conditions	
General Information	
Entry Screens	
Authorized Drafters / AMB	
Point of Contact	
General Information	
Other	
Location	
Weather	
COI / References	
Event Analysis	
Involved Aircraft	
Involved Personnel	
Aeromedical / Injury	
Evidence	
Lines of Evidence	
Privileged Mishap Analysis	
Factors / Recommendations	
Endorsers / Routers	
Validation	
Weather Related?:	<input type="radio"/> N/A <input type="radio"/> NO <input checked="" type="radio"/> PROBABLY <input type="radio"/> YES
Forecast Accuracy:	SUBSTANTIALLY CORRECT ▾
Was weather significant?:	<input type="radio"/> Yes <input checked="" type="radio"/> No <input type="radio"/> N/A
Weather Briefed By:	FORECASTER ▾
Air Temperature: 25	<input type="radio"/> F <input checked="" type="radio"/> C
Utilization of Briefing:	NOT APP ▾
Water Temperature: 20	<input type="radio"/> F <input checked="" type="radio"/> C
Ceiling AGL:	<input type="radio"/> Yes <input checked="" type="radio"/> No <input type="radio"/> Unknown
Dewpoint Temperature: 40	<input type="radio"/> F <input checked="" type="radio"/> C
Sky Condition Remarks:	Clear
Percent Relative Humidity: 27	<input type="checkbox"/> Privileged Sky Condition Remarks
Wind Direction, Gusts, Velocity: 70 17 10	Horizon: VISIBLE ▾
Altimeter Setting Mercury (inches Hg eg. 29.98): 29.92	Icing Present: <input type="radio"/> Yes <input checked="" type="radio"/> No <input type="radio"/> Unknown
Visibility Statute Miles: 8	Environment Remarks: Due to clear conditions, lightning strike not likely cause.
Tower Visibility: ▾	<input checked="" type="checkbox"/> Privileged Environment Remarks
	13

NOTE: Include weather data at time and altitude of hazard: i.e., deck or runway winds, in-flight visibility

- Community of Interest
- General Information
- Entry Screens
 - Authorized Drafters / AMB
 - Point of Contact
 - General Information
 - Other
 - Location
 - Weather
 - COI / References
 - Event Analysis
- Involved Aircraft
- Involved Personnel
- Aeromedical / Injury
- Evidence
- Lines of Evidence
- Privileged Mishap Analysis
- Factors / Recommendations
- Endorsers / Routers
- Validation

Community of Interest

Commands/CADs

Commands:

Search Commands by UIC, Name or Squadron and Click Search Button

Empty search results box for Commands.

- 4TH MARINE AIRCRAFT WING - 4TH MAW (M670)
- CHIEF BUREAU OF MEDICINE AND SURGERY
- CHIEF OF NAVAL AIR TRAINING CORPUS CHRI
- CHIEF OF NAVAL OPERATIONS (N00011)
- COMMANDANT OF THE MARINE CORPS (M0002)
- COMMANDER NAVAL AIR FORCE US ATLANTIC
- AIR TEST & EVALUATION SQUADRON 30 - VX-30 (I

Note: This list not active for Hazards

Note: Select Type/ Model/Series Community (ex.)

CADs:

- 1st CAD
- 2nd CAD
- 3rd CAD
- ALL AIRCRAFT ACTIVITIES
- ALL ATC ACTIVITIES

- ALL MULTIENGINE AND TRAINING AIRCRAFT ACTIVITIES

Authorized Drafters / AMB

Select AMB Members / Authorized Drafters:

Search Accounts by UIC, First Name or Last Name and Click Search Button

Hart, Dirk CDR

Senior Member: Senior Member

Aircraft Operations: Aircraft Operations

Aircraft: Aircraft Maintenance

Involved Aircraft

EA-6B

Involved Personnel

Aeromedical / Injury

Evidence

Lines of Evidence

Privileged Mishap Analysis

Factors / Recommendations

Endorsers / Routers

Validation

Click to Add Involved Aircraft data into data fields.

Aircraft	
General Information	Accountable Organization: NAVY
Involved Aircraft	Aircraft Model: P003C
+	IDRC Phase: N/A
-	Reporting Custodian Uic: NO9244
+ Add - Remove	Damage Cost: Cost
P-3C	BUNO/FAA Identification: 157762
Aircraft Status	Modex: 762
Departure Location	Operational Status: HOME BASED / LOCAL OPS
Safety Systems	Controlling Custodian: Select Controlling Custodian
UNKNOWN	Carrier Airwing:
Involved Personnel	Embarked/Ashore: <input type="radio"/> Embarked <input checked="" type="radio"/> Ashore
Aeromedical / Injury	Functional Check: <input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Unknown <input checked="" type="radio"/> N/A
Evidence	Flight Indicator: <input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Unknown <input checked="" type="radio"/> Not Reported
Lines of Evidence	Pre-Deployment Workups: <input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Unknown <input checked="" type="radio"/> Not Reported
Privileged Mishap Analysis	Strike Damage: <input type="radio"/> Yes <input checked="" type="radio"/> No
Factors / Recommendations	Unmanned Aerial Vehicle?: <input type="radio"/> Yes <input checked="" type="radio"/> No
Endorsers / Routers	Manned at Impact: <input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Unknown <input checked="" type="radio"/> N/A
Validation	# Aircrew In Aircraft: 4
	# Injured Aircrew: 0
	# Of Aircraft Occupants: 4
	# Passengers In Aircraft: 0
	# Injured Passengers: 0
	# Uninjured Passengers: 0
	# Missions Flown With Crew: 0
	# Of Injured Non-Occupants: 4
	# Persons Involved: 14

Incident Occurrence



Phase of Flight

Incident Occurrence

Incident Phase of Operations:

+ Add

#	Phase of Ops
---	--------------

- Remove Row

Save

Validate

Previous

Next

AUTOROTATION; ACTUAL OR SIMULATED (H
INFLIGHT; NORMAL OR AEROBATICS
INTENT FOR FLIGHT
LANDING; PAST 180 DEGS, FINAL STRAIGHT
LET DOWN; BEGINS WITH DESCENT WITH
NOT INCIDENT TO FLIGHT
TAKEOFF; FORWARD MOTION ON RUN/CAT
TAXIING
UNDETERMINED; NOT GROUND MISHAP
WAVE OFF; BEGINS WITH PILOT'S ABORT OF

+ Add

Of Injured Passengers:

Missions Flown With Crew:

Of Injured Non-Occupants:

Persons Involved:

#	Phase of Ops
---	--------------

- Remove Row

Save

Validate

Previous

Next

Involved Person

General Information +

Involved Aircraft +

Involved Personnel -

+ Add - Remove

TBD

Aeromedical / Injury +

Evidence +

Lines of Evidence +

Privileged Mishap Analysis +

Factors / Recommendations +

Endorsers / Routers +

Validation +

Involved Individual: Select Involved Individual

Aircraft: Select Aircraft

Nvd Used?: ☐ Yes ☐ No ☐ Unknown ☐ N/A

Rescue Required?: ☐ Yes ☐ No ☐ Not Reported

Abnormal Egress?: ☐ Yes ☐ No ☐ Not Reported ☐ N/A

Occupant?: ☐ Yes ☐ No ☐ Unknown ☐ N/A

Sex: ☐ Male ☐ Female

Chronological Activity Narrative: Description of the activity engaged in by the person

☐ Privileged Chronological Activity Narrative

Parent Uic: Enter UIC or Activity Name for Lookup

Dod/Non-Dod: Select Dod/Non-Dod

Branch of Service: Select Branch of Service

Service Status: Select Service Status

Click to Add Involved Personnel data into data fields.

Report Actions Endorsement Actions Report PDFs MDR Update Download Evidence

- General Information
- Involved Aircraft
- Involved Personnel
- Add Remove
- COPILOT
 - Crew Member
 - Training
 - Crew Duty TBD
 - Crew Duty TBD
- Aeromedical / Injury
- Evidence
- Lines of Evidence
- Privileged Mishap Analysis
- Factors / Recommendations
- Endorsers / Routers
- Validation

☐ Yes
 ☐ No
 ☐ Not Reported
 ☐ Unknown

0 items selected

Naval Flight Officer:

☐ Yes
 ☐ No
 ☐ Not Reported
 ☐ Unknown

of Missions Flown with Copilot:

of Missions Flown with Pilot:

Years Designated NFO:

Years Designated Aviator:

Years Crew Experience:

Add pertinent personnel data into data fields.

Aircrew add and save hours/landings below.

Crew Hours (Click Row to Edit)

Category	Night?	Hours Logged	Position Totaled By	Period Totaled By
Select Category Totaled By	No	0	Select Crew Position Total	Select Period Totaled By

Crew Landings (Click Row to Edit)

Day/Night?	Category Totaled By	# Landings Logged	Period Totaled By
Select Day/Night?	Select Category Totaled By	0	Select Period Totaled By

Report Actions ▾ Endorsement Actions ▾ Report PDFs ▾ MDR Update ▾ Download Evidence

Training

Training (Click Row to Edit)

+ Add - Remove

Date Completed	Certification Current?	Training Required?	Place Accomplished	Training Code
12/16/10	Select Certification F ▾	Select Training Requ ▾	Select Place Accomplished ▾	Select Training Code ▾

Save

Cancel

Delete

AIRCREW COORDINATION TRAINING
ANNUAL EGRESS TRAINING
AVIATION LIFE SUPPORT SYSTEMS
AVIATION PHYSIOLOGY LECTURE
CENTRIFUGE TRAINER (9A16)
COCKPIT RESOURCE MANAGEMENT
COLD WEATHER ENVIRONMENTAL
DEEP WATER ENVIRONMENTAL
DESERT ENVIRONMENTAL SURVIVAL
DILBERT DUNKER (9U44)
EJECTION SEAT TRAINER (9E6)
EMERGENCY EGRESS/SYSTEMS L
HELICOPTER EMERGENCY ESCAP
JUNGLE ENVIRONMENTAL SURVIV
LOW PRESSURE CHAMBER FLIGHT
MULTI PLACED DUNKER (9D5)
OTHER
PARACHUTE DISENTANGLEMENT (C
PARACHUTE DRAG TRAINING (9F2)
PARASAIL TRAINING
SEAT TRANSITION BRIEF (EJECTION
SENSORY PHYSIOLOGY LECTURE
SPATIAL DISORIENTATION TRAINER
STRESS AND HUMAN PERFORMAN
SURVIVAL (SELF-AID) FIRST AID
SURVIVAL, EVASION, RESISTANCE,
UNDERWATER BREATHING (9H19)
WATER SURVIVAL TRAINING DRILL
WATER SURVIVAL TRAINING LECTU

**Add pertinent
personnel training
data into data fields.**

Save

Report Actions Endorsement Actions Report PDFs MDR Update Download Evidence

<< Factors Recommendations

General Information
Involved Aircraft
Involved Personnel
Aeromedical / Injury
Evidence
Lines of Evidence
Privileged Mishap Analysis
Factors / Recommendations
Endorsers / Routers
Validation

Factors



Factor

Type

Factor #1

1

2

**To delete Factor Folders
click here, then hit Save**

Factor Type:

Statement:

New Factor

☐ Privileged Statement

Analysis:

Analysis

☐ Privileged Analysis☐ Factor of Other Damage or InjuryRisk
Assessment
Code:

Add Rac

Factor Status:

Select Factor Status

**Click to add a Factor
Folder, click on
folder to bring up
data fields to
populate, then hit
Save.**

3

Save

Validate

Previous

Next

Internet

100%

DO NOT
check box; no
privileged
information
in HAZREPs.

Factor Type: HUMAN FACTOR

Statement: New Factor
MP FAILED TO LOWER THE LANDING GEAR

☐ Privileged Statement

Analysis: Analysis

AN E.I. REVEALED LANDING GEAR SYSTEM WAS FULLY OPERATIONAL AT THE TIME OF THE MISHAP AND POST-MISHAP INVESTIGATION AND PHOTOGRAPHS INDICATE THE LANDING GEAR HANDLE IN THE UP POSITION. MP HAD ONLY FOUR HOURS SLEEP (PC-307) PRIOR TO THE FLIGHT. THE COMMAND DID NOT HAVE AN ADEQUATE DUTY OFFICER INSTRUCTION AND THE DUTY OFFICER CALLED THE MP TO ANSWER SCHEDULING QUESTIONS THEREBY, NOT ALLOWING HIM THE REST REQUIRED BY OPNAVINST 3710.7 (SV-001). BASED ON THE ABOVE ANALYSIS THE AMB CONCLUDES MP FAILED TO LOWER THE LANDING GEAR BECAUSE HE LACKED ADEQUATE REST AND WAS DISTRACTED BY A RADIO CALL.

Risk Assessment Code: RAC-1 Add Rac

Factor Status: Select ACCEPTED.

- General Information +
- Involved Aircraft +
- Involved Personnel +
- Aeromedical / Injury +
- Evidence +
- Lines of Evidence +
- Privileged Mishap Analysis +
- Factors / Recommendations -
- Factors / Recommendations
- Endorsers / Routers +
- Validation +

Factors **Recommendations** Comments

Recommendations

- Recommendation
- Recommendation #1

Action Agency: ☒ CAD ☐ CommandCAD: ▾Statement: ▴ ▾☐ Privileged StatementRemarks: ▴ ▾☐ Privileged RemarksStatus: ▾Applies to Factors: ▴

**Recommendations
must be tied to a
factor**

Report Actions | Endorsement Actions | Report PDFs | MDR Update | Download Evidence

Factors | Recommendations | **Comments**

General Information
Involved Aircraft
Involved Personnel
Aeromedical / Injury
Evidence
Lines of Evidence
Privileged Mishap Analysis
Factors / Recommendations
Endorsers / Routers
Validation

Add Comments, press 'Add Comments' to save

Comments:
Enter Comments

☐ Privileged Comments

Add Comments

Final Comments

Input Commanding Officer (CO) comments here. Ensure you hit "Add Comments" Button. CO comments constitute his endorsement to the HAZREP

Save | Validate | Previous | Next

<< Endorsing Chain Members

Select Endorsing Chain Members:

Search Commands by UIC, Name or Squadron and Click Search Button 🔍



General Information +

Involved Aircraft +

Involved Personnel +

Aeromedical / Injury +

Evidence +

Lines of Evidence +

Privileged Mishap Analysis +

Factors / Recommendations +

Endorsers / Routers -

Endorsing Chain Members +

Routing Chain Members +

Validation +

Click to add Endorsing Chain members. RAC 1 and 2 REQUIRE endorsements. If any recommendations (recs) were outside the Command the HAZREP requires endorsement. If a rec was for NAVAIR the HAZREP should be endorsed through the

General Information +

Involved Aircraft +

Involved Personnel +

Aeromedical / Injury +

Evidence +

Lines of Evidence +

Privileged Mishap Analysis +

Factors / Recommendations +

Endorsers / Routers -

Endorsing Chain Members

Routing Chain Members

Validation +

Routing Chain Members

Select Routing Chain Members:

Search Accounts by UIC, First Name or Last Name and Click Search Button 🔍

⬆

⬅

➡

➤

⬅

⬆

⬅

⬆

This function is NOT recommended for use by NSC. Click to add Routing Chain members. These members are internal to command, up to CO level for review of the HAZREP prior to release.

Save Validate Previous Next

Report Actions ▾ Endorsement Actions ▾ Report PDFs ▾ MDR Update ▾ Download Evidence

- Save Report
- Route Report
- Release Report
- Accept Report
- Reject Report
- Delete Report
- Reconvene
- Endorse Report
- Request Extension
- Restart Endorsements
- Validation
- Validation Errors



Validation Errors

Which	Error	Page	Go to pa...
-------	-------	------	-------------

**Save Overall HAZREP in the
Report Actions drawdown
menu.**

Validation Errors

General Information
Involved Aircraft
Involved Personnel
Aeromedical / Injury
Evidence
Lines of Evidence
Privileged Mishap Analysis
Factors / Recommendations
Endorsers / Routers
Validation
Validation Errors

Which	Error	Go to page
Page: Location (1 Error)		
	Shore Ship Water must be answered for event location	
Page: Other (3 Errors)		
	ATC Equipment Malfunction indicator is required	
	Aircraft Under Radar Control indicator is required	
	ATC Facility Manned IAW Directives/FACMAN indicator is required	
Page: Aircraft Status (23 Errors)		
123456 - NP-3D	Mission Different From Pre-Takeoff Brief value is required	
123456 - NP-3D	Lost at sea value is required	
	Information position code is required	
	Flight duration is required	
	Cabin MSL duration is required	
	Cabin altitude duration is required	
	Cabin altitude is required	
	Aircraft Mission Remarks value is required	
	Avionics Fleet Cmdr/Wing CG Sanctioned Flight Demo indicator value is required	
	Probe lights value is required	

Click here to return to validation errors after completing a correction.

****Note-Does not run validation program again**

After clicking validate, you will get a list of validation errors which when clicked on, will take you to the appropriate section to correct any mistakes or omissions. After corrections have been inputted rerun the validation program by clicking the Validate button again to clear the error.

Save Validate Previous Next

- Save Report
- Route Report
- Release Report
- Accept Report
- Reject Report
- Delete Report
- Reconvene
- Endorse Report
- Request Extension
- Restart Endorsements

- Validation
- Validation Errors

<< Validation Errors

Which	Error	Page	Go to pa...
-------	-------	------	-------------

Generate PDF for preview prior to releasing report.

Report Actions ▾ Endorsement Actions ▾ Report PDFs ▾ MDR Update ▾ Download Evidence

- Save Report
- Route Report
- Release Report**
- Accept Report
- Reject Report
- Delete Report
- Reconvene
- Endorse Report
- Request Extension
- Restart Endorsements

Validation
Validation Errors

Validation Errors

Which	Error	Page	Go to pa...
-------	-------	------	-------------

Release Report: HAZREP will be sent to NSC mainframe and will be released to the Fleet once NSC has a chance to QA the final report (~24-48 hours).



Questions?

